

CLAIMS

1. (Currently amended) A rail used as an anti-rotation guide for the valve train of an internal combustion engine comprising a rail [[(8)]] having accepting spaces [[(10)]] arranged in a row spaced apart at a distance from one another defined thereon for accepting inserted valve lifters, provided as roller tappets [[(9)]], each with two parallel anti rotator areas [[(15)]] in the form of planar flattened zones provided on an exterior casing of the tappets for preventing rotation of each of the roller tappets [[(9)]] around a central longitudinal axis thereof, the planar zones are supported on guide areas [[(14)]] of the rail [[(8)]] located inside of the corresponding spaces [[(10)]], and with the accepting spaces [[(10)]] of the rail [[(8)]] being associated with an insertion opening comprising a key hole [[(11)]], into which each of the respective roller tappets [[(9)]] are inserted in a longitudinal axis direction thereof, subsequently displaced axially parallel towards the guide rails of the rail [[(8)]] which serve as anti-rotation guides, and are subsequently shifted once more in the longitudinal axis direction, a protruding catch [[(16)]] is arranged in the rail [[(8)]] in an area of the space [[(10)]] and a radial groove [[(17)]] is arranged in the roller tappet [[(9)]] in an area of the anti-rotation guide area [[(15)]], which engages the catch [[(16)]] of the rail [[(8)]] during the axially parallel displacement of the roller tappets [[(9)]].
2. (Currently amended) A rail used as an anti-rotation guide according to claim 1, wherein a flush surface [[(18)]] for contacting the rail is adjacent to the roller tappet [[(9)]] at each of the two anti-rotation guide areas [[(15)]], with the two flush surfaces (18) extending at a common radial plane of the roller tappet [[(9)]].

- 3 (Currently amended) A rail used as an anti-rotation guide according to claim 1, wherein two positioning flaps [[(13)]] for contacting the anti-rotation guide areas [[(15)]] of the roller tappet [[(9)]] are formed on the rail [[(8)]] in an area of the key hole [[(11)]] associated with the accepting spaces [[(10)]].
4. (Currently amended) A rail used as an anti-rotation guide for the valve train of an internal combustion engine comprising circular cylindrical spaces [[(20)]] arranged in a row spaced apart at a distance from one another in the rail [[(19)]] for accepting inserted valve lifters provided as roller tappets [[(22)]], wherein a rectangular plate [[(23)]] is mounted on each of the roller tappets [[(22)]] around an outside thereof for preventing rotation thereof around a rotational longitudinal axis, with two parallel longitudinal sides of the plate [[(23)]] acting as anti-rotation guide areas [[(25)]] of the roller tappets [[(22)]] inserted into the space [[(20)]], which engage the rail [[(19)]] at guide surfaces [[(26)]].
5. (Currently amended) A rail used as an anti-rotation guide according to claim 4, wherein the circular cylindrical space [[(20)]] is arranged with a center point eccentrically in reference to a longitudinal central axis of the rail [[(19)]].
6. (Currently amended) A rail used as an anti-rotation guide according to claim 4, wherein a protruding flap [[(21)]] is formed on the rail [[(19)]]], which form-fittingly engages a recess [[(24)]] of the plate [[(23)]] of the respective inserted roller tappet [[(22)]].
7. (Currently amended) An arrangement of roller tappets on a rail used as an anti-rotation guide for the valve train of an internal combustion engine, comprising accepting spaces [[(30)]] arranged in a row spaced apart at a distance from one another in the rail [[(28)]] for accepting inserted valve lifters provided as roller tappets [[(29)]]], each of the roller tappets having one planar anti-rotation guide

area [[(34)]] in order to prevent rotation of the roller tappet around a central longitudinal axis thereof, the anti-rotation guide area is supported at a guide area [[(37)]] of the rail [[(28)]] located inside of a corresponding one of the accepting spaces [[(30)]], and the accepting spaces [[(30)]] having an associated insertion opening key hole [[(31)]], into which the respective roller tappet [[(29)]] is inserted in a direction of the longitudinal axis thereof, subsequently displaced parallel to the axis towards the accepting space [[(30)]], and then displaced again in an axial direction, the anti-rotation guide area [[(34)]] of the roller tappet [[(29)]] is formed by a bent sheet metal strip of a spring support [[(33)]], which is arranged at a back end of the roller tappet [[(29)]] facing away from the tappet roller.

8. (Currently amended) An arrangement according to claim 7, wherein the rail used as the anti-rotation guide [[(28)]] is provided with a U-shaped cross-section having a U-web [[(35)]] and two U-legs [[(36)]], with the guide area [[(37)]] for the roller tappet [[(29)]] being formed by one of the two U-legs [[(36)]].
9. (Currently amended) An arrangement according to claim 7, wherein the spaces [[(30)]] and the key holes [[(31)]] are arranged in an area of the recesses of the U-web [[(35)]] in the rail used as the anti-rotation guide [[(28)]].
10. (Currently amended) An arrangement according to claim 7, wherein inwardly bent flaps [[(38)]] are arranged on the rail [[(28)]] in an area of the accepting spaces [[(30)]] at the free ends of the U-legs [[(36)]], each of which prevents an axial insertion of the roller tappet [[(29)]] into the corresponding accepting spaces [[(30)]].